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CLASSIFICATION ~~SECRET~~COUNTRY East Germany REPORT   
TOPIC Brandis AirfieldEVALUATION  PLACE OBTAINED  25X1DATE OF CONTENT DATE OBTAINED  DATE PREPARED 10 February 1954

REFERENCES \_\_\_\_\_

PAGES 1 ENCLOSURES (NO. & TYPE) \_\_\_\_\_

REMARKS \_\_\_\_\_

This is UNEVALUATED Information

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The following observations were made at Brandis airfield between 18 and 21 January 1954:

18 January. At 3 p.m., an Il-10 took off from the field and headed east. Visibility was good. Around 4:30 p.m., an individual landing was made. No more air activity was conducted throughout the day.

19 January. At 12:30 p.m., local flights were made at altitudes from 100 to 150 meters. There was a scattered cloud base. Between 1 p.m. and 4 p.m., there was intensive air activity by MiG-15 or U-MiG-15s which approached from the west in formations of fours and circled over the field once or twice.

21 January. About 10:30 a.m., 10 Il-10s taxied out of the hangars to the eastern edge of the runway and subsequently made local individual flights. At 2:30 p.m., air activity was discontinued and the aircraft taxied back to the hangars. The runway edges were marked by small red flags.

Comment. Brandis airfield is still occupied by a ground attack regiment equipped with 35 to 40 Il-10s. The aircraft which were observed approaching Brandis airfield from the west on 19 January were also seen flying over Dresden-Klotzsche airfield coming from the south on the same day.  It is believed that aircraft from the fighter division at Merseburg made intermediate landings at various airfields during cross-country flights.

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25 YEAR RE-REVIEW